remeasuring the Valkyris. In response to a query he said:

"We are going down to Bay Ridge in a few momenta, and will wait orders in the morning.

"Are you going to race to-morrow?" was asked, and he replied:

"I don't know whether we will race or not."

He was then asked if the report was true that Lord Dunraven had stated that he would not race if the committee sustained Mr. Iselina protect. Mr. Glennie emphatically denied the truth of this, and said: "Oh, na. We never define that sort of thing, and what is more we never thought of doing such a hing. We never have disputed the judges' decision, and we won't commence now."

"Has Lord Dunraven received any communication from Mr. Iselina Group of the Neverth, Regiment, Goorge work, I was also in had. Throughout the entire farmoun and when had done patrol duty on the rival and one patrol duty on the rival and the remoon. He has beard from Mr. Iselina and. Throughout the don't know whether he has beard from Mr. Iselina of the committee work and the remoon. He has gone to the theatre with his daughters, so I don't know whether he has beard from Mr. Iselina or not, and I don't know whether he has beard from Mr. Iselina or not, and I don't know whether he has beard from Mr. Iselina or not, and I don't know whether he has beard from Mr. Iselina or not, and I don't know whether he has beard from Mr. Iselina or not, and I don't know whether he has beard from Mr. Iselina or not, and I don't know whether he has beard from Mr. Iselina or not, and I don't know whether he has beard from Mr. Iselina or not, and I don't know whether he has beard from Mr. Iselina or not, and I don't know whether he has beard from Mr. Iselina or not, and I don't know when he will return."

SYCAMORE DOISN'T WEAKIN.

Capt. Sycamore, who was at the Valkyrie's tiller when the accident occured, said:

"We were the leading boat, and it was just as tiller when the accident occured, said:

"We were the leading boat, and it was just as tiller when the accident occured, said:

"He we or the feed not bear to all the rules will give her," replied Mr. Jones.

"The case is not synonymous with the race won by Genesta from the Poritan, which broke down during the contest, and Sir Richard Sutton, Genesta's owner, refused to accept the victory on the ground that he did not think its fair match. There was no question of fouling in that race, and the matter isy outside the province of either judges or committees. In the event of a crash aloft or an accident below deaks to Defender or Valkyrie during a race, the public would find Mr. Iselin and Lord Dunraven equal to Sir Richard Sutton in courtesy."

Among the billard room gathering at this time were Fred P. Sanda, W. Butler Dancan, Jr., Frank T. Robinson, Col. Daniel Appleton of the Seventh Regiment, George Work, Edward E. Chase, J. V. S. Oddie, E. A. Lovecraft, Woodbury Kane, and Newberry Thorne. The two men who had done patrol duty on the rival yachts. J. R. Rusk, who had sailed on the Valkyrie, and David G. Henderson, who had represented Lord Dunraven on the Defender-were also on hand. Throughout the entire afternoon and evening a succession of hansons and closed cabs arrived and departed from the club house, so that the personality of the billiard-room debaters was constantly changing.

The two tars who had watched out on the racing boats were as one in maintaining a policy of silence.

"I don't know and can't say anything," was Mr. Busk's dictum.

Mr. Henderson said, "Not a bit," to a jocular query if he was frightened when the steel boom struck the Defender's backstay; but when asked for an opinion on the election he merely shrugged his stoulders and sought the seclusion

her bottom painted and about two to five tons of lead removed from her hold. The lightening of the Valkyrie raised her

from 216 to 3 inches on the water line. The Defender's spar plan was remeasured and reduced 14 inches by the removal of her boom cap, while her new topmast was found to be 350 pounds lighter than the old one, and one inch less in circumference.

Mr. Hyslop, after he got through with the

Valkyrie last evening, said: "I made an at-tempt to measure the Valkyrie's loss water line when she was finally affoat, but found it impossible to accomplish the work." He said afterward: "There were two tons of lead taken out of

Valkyrie this afternoon. The understanding was that any lessening of water line by the removal of ballast would be allowed, the re-measurement to take place before the race. The measurement has not taken place. I regret it as much as they do, but I could not do the work at night. Of course under the agreement she will not have the benefit of the lessened water line." Mr. Hyslop took the aloft measurements of both

yachts again yesterday afternoon, but said he aid it purely for his own satisfaction. In the measurements of the yachts on Sunday, Mr. Hyslop said he found a difference from the original measurements of water line of one-eighth and ne-sixteenth of an inch. He would not say which yacht these figures respectively appued

The Defender left the Erie Basin at 8:45 o'clock last hight and was towed to Bay Ridge by the Hattle Palmer, followed by the Valkyrie at about 10 o'clock, when Mr. Hyslop finished measuring her.

According to Farmer Dunn the yachts are

According to Farmer Duan the years at thely to have a good breeze to-day, and the in-dications are that the wind will be southwest-erly. At midnight the wind was from the west at Sandy Hook, and blowing at a 15-mile an hour gait, which argues well for a quick run toerly. At midnight the wind was from the west at Sandy Hook, and blowing at a 19-mile an hour gait, which argues well for a quick run today.

The Defender and Valkyrie left Hay Ridge early yesterday morning for the Erie Hasin. The dry dock had been prepared for their reception, and at 0 o'clock they were both warped in the Valkyrie going to the head of the dock and the Defender remaining near the gate. This is the first time they have been in the dry dock together, and was the first opportunity of making a satisfactory comparison of their lines. While it was known last night that the Defender would go to the basin to repair the injuries sustained by the fouling of the boats at the start of Tuesday's race, it was not known that the Valkyrie would go to the basin and into the dry dock.

The Defender's cracked topmast and starboard spreader were taken down immediately. The horn of the spreader was broken entirely off, while the topmast had a split in it about one-third of the distance up from the masthead, it seems to be an outside break.

Another spar to take its place was brought to the basin and piaced on carpenters' horses alongside the dock. It was not a new spar, but belonged to the Colonia.

Mr. Herreshoff, who was aboard the steam yacht Neokan, lying at the entrance of the dock, was asked if it was one of the Colonia's spars. He replied that it was, but had never been used. It seemed to be of the same length as the discarder's broken topmast, which lay alongside on the ground, but not so heavy.

The two yachts were ligh and dry at noon time. Their sailors worked on their underbodies as the water receded. They were perfectly clean however.

The Defender's new spreader was put in place at 5 o'clock, and an hour later her crew set her new topmast on end. John Hyslop, who had been around the dry dock all day waiting to measure the boats, got disgusted about 6 o'clock and said:

"They wanted me to measure the Valkyrie's water line, but I don't see how I can, as there

measure the beats, got disgusted about 6 o'clock and said:

"They wanted me to measure the Valkyrie's water line, but I don't see how I can, as there is not water enough to float her now, and there won't be for two or three hours.

"I have measured beats under all corts of conditions, but I never measured one by ismplight before, and I don't know if the measurement would be accepted if I did."

Mr. Glennie appeared just then and took him to the City of Bridgeport, and it was nearly 10 o'clock before Mr. Hyslop attempted to measure the Valkyrie's water line by electric light.

Capt. Haif, who was busy superintending the fitting of the Defender's new topmast yesterday afternoon at the Eric Basin, when asked what he though the Defender lost by Tucaday's foul, said:

he thought the Defender lost by Tuesday's foul, said:

"I think we lost from four to five minutes at the start. If we had only dared carry our intermediate jib topsail on the reach from the first to the second mark I think we would have beaten them anyway, but we could not take the chance with a topmast like that."

Here he pointed to the Detender's badly battered and splintered spar which lay alongside the dry dock.

"The first thing you know," he continued, "if the committee don't sustain our protest those fellows will carry away our bowsprit."

The sailing directions for to-day's race are as follows:

Start—The start will be made off Sandy Hook Light-

follows:
Start—The start will be made off Sandy Hook Lightship, the preparatory signal being given at 10:50 A.
M. and the starting signal at 14 A.
Course—Na 2 detter D), from the starting line, ten
miles to and around a mark; thence ten miles to and
around a second mark, and thence ten miles to finish
line, turning the marks on the outside of the triangle,
to port or starboard, according as the yachts are sent
around.

nester V. be starting point will be shifted out from the light's prior to the light's prior to the preparatory signal, she will display letter M, and shall have sufficient time to repair before being required to start. Should such accident occur during a race, she shall have sufficient time to repair before being required to start in the next race.

In case the start is postponed or the starting point shifted from the lightanin, a preliminary signal will be made by firing a run and displaying the yeart entant the fore, fifteen minutes before the preparatory signal is made.

The committee boat will display the club signal at the fore and the committee flag aft.

Should, the committee boat at fail to reach the finish, her place will be taken by a vessel displaying a red bat.

bail.

NOTE.—A special chart for the America's Cup races on a working scale has been published by the New York Yacht Club, and can be obtained at the club house, 67 Madison avenue,

S. Nicholson Kayle,
(1987an Oniswold, 1891a), The racing thinkship. faving Gaingatt.
racing rules, time allowance, and system of urement of the New York Yacht Club shall govern.

Heat three out of five races, outside of headlands, over courses each thirty mautical miles in length, and with a time limit of six hours.

The first third, and fith races shall be to windward or to leeward and return. The second and fourth races shall be around an equiliateral triangle, one leg (and the first, if the wind permit) being to windward.

How to See To-day's Race. As to-day's race may be the last of the series, t is probable that the fleet of attendant pleasure

craft will be as large and as heavily crowded as on the first day, or even larger. The list of the principal boats is as follows CLUB BOATS,

New York Yacht Club steamer 84, Johns leaves foot of Rector street at 9 o'clock instead of at 9:10, as origiof Rector street at 9 o'clock instead of at 9.15, as origi-nally announced.

Ses wanhaka Corduthian Vacht Club steamer Roan-oke, Old bondings line dock, foot of Beach street, Pier 29. North River.

Atlantic Yacht Club steamer Gay Beach Pier 8. North River. 9 A. M.; Bay Ridge Club house, 9.30 A. M. sharp. Riverside Yacht Club steamer Cygnus, foot of East Thirty first street, h: 45 o'clock sharp.

PUBLIC BOATS.

Old Dominion steamer Yorktown, Pier 26, North River, font of Beach street, 9 A. M.
Richard Peer, Peek sip, fast River, 9.30 A. M.
City of Lowell, Pier 40, North River, foot of Desbrases street, 9.30 A. M.
Sam bloan, foot of Fulton street, North River, 9:18
A. M.

Sam bloom, foot of Fulton street, North River, 9:15 A. M.

Sam bloom, foot of Fulton street, North River, 9:15 A. M.

Irou Steamboat Company's boats, West Twenty-second street, 9 A. M.; New Fifer No. 1. North River, 9:16 A. M. Special toats to the finish leave New Fier No. 1 at 12:30 M.

Notal 12:30 M. Enth street, North River, 9 A. M.; Canal street, 12:30 A. M. Battery stace, 10 A. M.

Mount Hope, Fall River line, Fire 18, North River, 10 A. M. Houter, 10 A. M. City of Lawrence, Pler 49, foot of Murray street, 12:30 A. M.; City of Lawrence, Pler 49, foot of Deabronass street, North River, 9:30 A. M.

Al Foster, East Thirty-first street, 9 A. M.; West Tenth street, 9:15 A. M.; and Franklin street at 9:30 A. M.

The J. B. Schuyler will leave the foot of West Twenty, second street and Jeneils wherf, Brooklyn, 12 A. M.; and Rattory landing at 0:10 A. M.; Nestery in the Martin Street, 19:30 A. M.; Nessamer Hudson, Floria, North River, at 9 A. M.; Steamer Hudson, Floria, North River, at 9 A. M.; Steamer Hudson, Floria, North River, at 9 A. M.; Steamer Shoulm, West Twenty second street, 9:00 A. M.; Steamer Shoulm, West Twenty second street, 9:00 A. M.; Herood J. a Bridge dock at 9-10 A. M.; Good M.; Foot of Cornacius, from Pere S. North River foot of Rector street as 9 00 A. M.; foot of Cornacius, from Pere S. North River foot of Rector street as 9 00 A. M.; foot of Cornacius, from Young S. M.; Plar foot of A. M.; Collands, From Young S. M.; Plary S. Steamer S. M.; foot of Cornacius, from Young S. M.; Plary S. Steam River, at 9. M.; foot of Cornacius and A. M.; M.; M.; Steamer M.; Foot of Cornacius and Pere S. Steamer S. M.; foot of Cornacius and Pere S. Steamer S. M.; foot of Cornacius and Pere S. Steamer S. M.; foot of Cornacius and Pere S. Steamer S. M.; foot of Cornacius and Pere S. Steamer S. M.; foot of Cornacius and Pere S. Steamer S. M.; foot of Cornacius and Pere S. Steamer S. M.; foot at 9. M.; foot of Cornacius and Pere S. Steamer S. M.; foot at 9. M.; foot at 9. M.; foot at 9. M.; foot at 9. M.; foot at 9

Cortains shoot at 9 oo a. M. Idlewild, from foot of East Thirty first street, at 9 M.: Pier 23, East Biver, foot of Beekman street, at

fashionable hatter's name in our hats! Should we be held responsible for these white lies, because we sell hats from the same block. of same material and weight, at \$3?

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Prince and Broadway Warren and Broadway 52d and Broadway

J. L. Ashbury, the First Challenger for the Cup, Passes Away Suddenly,

bury, formerly a member of the House of Commons and a well-known yachtsman, is announced to-day. The announcement says that he died on Sept. 3, but does not give the place of his death. Mr. Ashbury took the yacht Cambria to America in 1870, and unsuccessfully competed for the America's Cup. In 1871 he again contested for the cup with the yacht Livonia, and won one out of the four races sailed. He died suddenly.

again contested for the oup with the yacht Ilvonia, and won one out of the four races sailed. He died suddenly.

The name of James Ashbury has a prominent place is the annais of English and American yachting. He was the first challenger for the cup brought to this country by the schooner America. In 1868 Mr. Ashbury's schooner yacht Cambria, representing the Royal Thames Yacht Club, defeated the American yacht Sapphol in a race around the fell of Wight, but in the following year the Sappho deteated the Cambria. In 1870 the Cambria was matched against. James Gordon. Bennett's Dauntless. The race was from Daunt's Head buoy, Ireland, to Sandy Hook Lightship, for a cup worth \$1,250. The Cambria was matched against the whole fleet of schooners of the New York Yacht Club. An account of the race states that "the public interes: was such that Wall and Broad streets were deserted for the day and the courts and public offices had but few attendants." The start was from an anchorage. The yachts were all in a line, with sails down. The Cambria had the choice position on the windward end of the line. Next to the Cambria was the celebrated America. The yachts got away as best they could, There were in all twenty-two competitors. The race was won by the Magic by 39 minutes. The Cambria finished tenth. The America, which had been altered since her victory in England twenty years before, came in 13 minutes and 47 seconds anead of the Cambria.

Undaunted by this defeat Mr. Ashbury had the new schooner yacht, the Livonia, built by Ratasy of Cowes, and he challenged again in 1871. A long correspondence followed his challenge, Mr. Ashbury claimed the privilege of a race for each of the twelve clubs in represented. This was disallowed, but an agreement was made whereby there would be five races, the Racing Committee to choose the defender on the day of each race from four schooners previously selected. The first race was sailed on Oct. 16. The Livonia was beaten twice by both Columbia and Sappho. The Livonia was beaten wice by both

A. P. ALONE TO BLAME.

TO THE EDITOR: In the Inter-Ocean this morning there is a sharp criticism of the Postal Telegraph Company because of its service on Saturday's pacht race. I beg to say that the Postal Telegraph Company is wholly biameless in the matter, as its only relation to the business was that of transmitter of news, which it did promptly, and with perfect satisfaction. Whatever inaccuracies there were in the report the

associated Press must itself be responsible for.

Melishle W. Store, General Manager.

Associated Press must itself be responsible for.

Melishle W. Store, General Manager.

Detroit of starboard, according as the yachts are sent on the countries will be fored to the sent house of the third of the countries of the light star of the countries of the light star of the while sent house of the while and the blue neter hauled down. Should a signal syn miss for; a prolonged blast of the while and the blue neter hauled down. Should a signal syn miss for; a prolonged blast of the while and the display of her private synals.

Postpoement Signals—Letter H. Do you assent to calling race of for the display of her private synals.

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Postpoement Signals—Letter H. Do you assent to calling race of for the display of her private synals.

Postpoement Signals—Letter L. Tace postponed on account of fog. Hace postponed until interin the day. Letter V. Letter V. Let at a star synal set the synal synal

out of danger. But I owe my success to-day to the risks I took that day, and I have never re-gretted my experiment for a moment. I have been photographing racing yachts under full sail ever since, and when I tell you that I have received forty-four medals for my work you can see how successful I have been. Four times I have captured the gold medal of the Royal Photographic Society of Great Britain, and in 1889 the gold medal was awarded to me at the convention of American photographers at St. Louis. convention of American photographers at St. Louis.

"There are many dangers connected with the business of marine pnotography, but they are necessary evils, and one must be willing to encounter them if he would be successful. It is a great wonder to me that I have never been ran down, for I have had many narrow escapes, and on more than one occasion have escaped by less than a foot. I recall now a rather thrilling experience I had some years ago at the Royal Albert Yacht Club regatta at Southsea. I was sailing sround the starting point in my small yawl, lockeying for a good position from which to photograph the start, when suddeenly the cannon hanged and a half dozen huge cutters crossed the line together. It was very sudden, but I still had a chance to get out of the way, but no sooner had the yachts crossed the line than they ran out their spinnakers, taking every bit of wind out of my sails. I managed to drift past all of the cutters but Mr. Jamieson's Irex. She bore down on me with terrific speed, shi though I could clear her hult there was no getting out of the way of her long spinnaker boom. The men on the Irex saw my danger, but it was due entirely to the men I had in the yawl that I escaped being capsized. They raised the spinnaker boom of the lirex clean over my mast and I got out of that scrape all right, though I shouldn't care to go through the experience again. Incidentally I might say that at the same time I got one of the best photographs of a start that I ever took.

"Only a few months ago I had a narrow escape in England. It was at the Cowear recatta and I wanted a potegraph of the Alliar acunding the West Leap buoy. I ran my boat up rather close, not considering the five-knot tide that was running, and drifted so close to the buoy that the Alliar mast of the post. Our hulls were less than a foot apart, but once more luck was with me and we cleared all right. "One of the finest pictures that I ever took and one that has made a sensation was a picture of Col. Vallur Bagoi's cutter Mohawk at the

LUBEC, Me., Sept. 11 .- On Monday six of the largest sardine factories at this place notified their help of a 10 per cent, reduction in wages to take effect at once. Yesterday 500 employees went out refusing to return except under the old schedule. Last evening 400 employees held a meeting and voted to remain out until the old schedule was restored. The strike comes at the height of a limited season.

on the south Atlantic coast, where it was cloudy and showery yesterday. More than two inches of rain feil at Charleston and Titusville, caused by cooler weather being forced southward.

The low pressure which was reported over the Northwestern States remained nearly stationary cauting showers from Montana cast to the upper lakes, with warmer weather extending east to the

perature 88°, lowest 68°; average humidity, 66 per cent.; wind southwest, average velocity 12 miles an hour; barometer, corrected to read to sea level, at & A. M. 80.14, 3 P. M. 30.03,

1884, 1885, 1884, 1784, 1884,

Average Sept. 11, 1864.

WASHINGTON FORECAST FOR THURSDAY.
For Maino, New Hampshire, and Vermont, showers
clearing in the interior; westerly winds. shot at her and then pulled away, clearing her by less than a foot. So close did she pass that I could have grasped her spinnaker outhaul as she passed.

"I think that the most daring thing that I swer did was to cross the bows of two cutters which were bearing down on me at full apeed. Some people would have called it foolhardy, and maybe it was, but it was a chance such as I had never had before, and I determined to get the picture. It was two years ago when the Navahoe was racing against the English fleet, including Valkyrie II., Britannia, Satanita, and Callinna. The race had assumed the importance of an international contest, for it was an American yacht against the pick of the English boats, consequently we were all much dismayed when the Navahoe rounded Calshot lightship shead of the others. The Navahoe, however, turned wids, while the Valkyrie, which was close behind, cut in short and came up with terrific speed under the lee of the American boat. It was a chance for a picture such as I had never had before, and I made up my mind to cross the bows of the boats at all hazards. I did it successfully, and the picture is one of my beat efforts, though there is a humorous sins to it. Those who were salling the vachts rushed to the bows when they saw what I was going to do and shook their flats, swore, and yelled at me to turn back. But I didn't do if, and the result was that I caught my abusers in the hidst of their rage in the picture. I haugh every time I look at that photograph. If a capital olcture of what we call a dusting match, and though the Britannia finally won the race, but he have hoe and the Valkyric made a good showing.

"During the last two years I have used a camera of my own invention, and I work it with a trigger, pulling the same as I would at a pistoi. The whole operation takes less than the hundredth part of a second. I prefer a sailboat for my work, and always used one until has fall, when It got caught out in a storm and was wrecked. Since then I have used a steam launch. During the la For Massachusetts, rain in the early morning, followed by fair weather; westerly winds; cooler Thurs

during the day; westerly winds. For sastern New York, fair, preceded in the northern partion in the early morning by showers; westerly winds; cooler in northern portion. For eastern Pennsylvania, New Jersey, and Dela-

ware, continued warm, fair weather; southwesterly

westerly winds; there is a prospect of the winds shifting to northerly, with cooler weather during Friday.

For western New York, fair, probably followed by local showers Thursday evening or night; cooler Thursday night; southwesterly winds, becoming vari

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> OR TELEPHONE 148 18TH, Headquarters this service.



ALFRED JOHN WEST RERE FOR THE CUP RACES.

there by the photographer's own men.

West fears to trust American photographers

with the work of developing his places, as he

says they do not understand them, and no not

seem to be able to bring out the strong points

in the pictures; consequently it will be a month or more before the best of Mr. West's pictures

will be on sale in this country. To day Mr. West will go out on one of THE SUN'S tugs, and

if weather conditions are favorable, he says, he expects to do the best work he has ever done in

Mr. West was the first man to attempt to

photograph yachts under full sail, and his suc

cess has led many others to follow in his foot-

steps, but from the first he has easily led all

ALFRED JOHN WEST.

others, and to-day he is known all over the

around racing yachts and taking snap shots at them until one of them runs him down. Mr.

West's headquarters in this city are at Hegger's

art store on Broadway, and he was seen and in-

"I presume that I have the right to call my-

seif the pioneer in my business," he said, "because I don't believe that any one successfully

photographed racing yachts before I did. I don't think that any one ever tried it before I

did, but of that I am not sure. It was fifteen

years ago that I made my first attempt, and the

mouth Corinthian Regatta in the Solent by

Southses, and the picture I most wanted was one

of Lord Francis Cecil's cutter Chittywee. I had

ouis.
"There are many dangers connected with the

first picture I took was a success though the camers I used then was a crude affair beside the one I use now. It was at the Royal Ports-

terviewed there yesterday by a SUN reporter.

the way of marine photography.

A great purchase or Dress Shirts made Known All Over the World as the Greatest of Marine Photographers-Some of the Perlis He Has Incountered in Earning the Reputation Which He Now Holds. une Mustin body and
pure Linen bosom open
backs; would be st ejing
value at 1,00. Alfred John West, the great English marine photographer, arrived in this country on the New York last week. Mr. West came over to

get some shots at the Valkyrle and the Defender, At 830, -Languered Dress Shirt, body of finest 9100 fine; worth 1.25.

Kennedy Cortland

At 670 -Laundered

tine Mustin body and

At 980, -Finest New York Mills body and 2200 innen bosom: worth 1.00.

At 1.19. The very finest Dress Shirt that can be to order for 2.00. All the above goods are hand

We sell more shoes than any three shoe stores, and it is our artistic designs and low prices that have brought in the castomer. An instancer

2.97 pair, Demestic Calf, hand welt, the usual 4.00

It is time it were known that our stock of Parl Hats is by all odds the largest and finest in New York.

People who come to our stores to buy

...1.00-9.85-2.95

work than ever before, attending all of the regattar on the Clyde, Thannes, and Solent, and I also went down the Riviera and wort a fine collection of French yachta.

"On Tuesday I went out and got some postures of the Defender-Valkyrie race, and I make confidently say that they are the finest I have ever taken. Many of them I have sent to England already to be developed. Some that I think will be most interesting to the English people are pictures of the excursion boats following the yachts. The excursion-boat trouble is something the English people have never been able to understand. They don't realize the amount of enthusiasm which exists in America over these yacht races, and they will be smazed when photographs of the myriad of craft which there taken are put on exhibition. I can guarantee a sensation when the English people see these pictures.

"I am more than satisfied with toy tria to.

sensation when the huggest with my trip to pictures.

"I am more than satisfied with my trip to America, and can only say that I have succeeded in getting some of the best pictures here that I have ever taken."

Mr. West will return to his home in Southsea, England, in a few days.

RIVAL CAPMAKERS FIGHT. Max Ferber Says that In the Row Sam

Davis Stabbed Him. Samuel Davis, 28 years old, of 660 Lexington avenue, a son of Mark Davis, the cap manufacturer, of 43 West Fourth street, was arrested yesterday afternoon by Policeman Teatryan of been having with former employees, who some

Since the strike Mark Davis & Sons have em-ployed non-union men. Kornfeld & Co. em; .oy inion men, and a good many of the Davis strik-

Yester by afternoon Samuel Davis was standpartner in the firm, and Daniel McAvoy of 712 partner in the firm, and Daniel McAvoy of 112
Sixth avenue, Brooklyn, a bookkeeper employed
by the Davises. A capmaker employed by
Kornfeld a Co, passed the three men and they
accosted him. He replied angrily and the three
men chased him into the cutting department of
his employers' place. As the two Davises and
Mr. McAvoy were going in the door they were
met by Max Ferber.

"You men will have to get out of here," said
Ferber; "you can't raise any disturbance in my
place."

each. Last Monday Clarence and Mark Davis

On Last Monday Ciarence and Mark Davis both appeared in Jefferson Market Court as complainant against Joseph Felton, a capmaker employed by Kornfeld & Co., whom they accused of assaulting them. When the case came up for a hearing the evidence showed that the Davises were the aggressors, and Felton was discharged.

Two Hundred Pressers Go Out.

form one local assembly of the Knights of Laber.
The pressers have no grievances of their own and have made no demands, but they think they can help the knee pants makers to win their strike by going out.

No Advance of Wages in Pall River. FALL RIVER, Sept. 11 .- The Manufacturers' association voted unanimously this afternoon not to advance the wages of the mill operatives, and a letter to that effect will be sent to the weavers in a few days.



weavors in a few days.

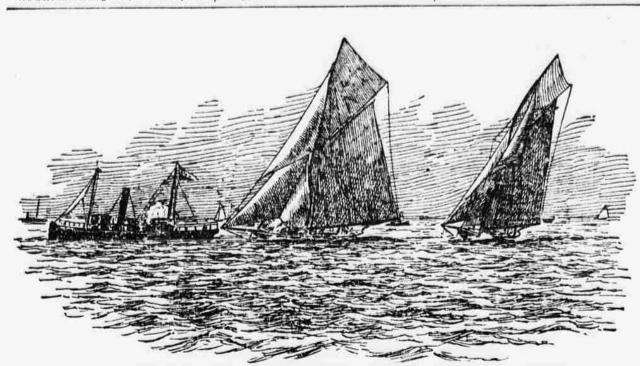
HE WOMAN

—who takes the surest way to gain a beautiful color and a wholesome skin will not take the cosmetics, paints and powders which soon injure the skin. Sallow or wrinkled face, dull eyes and hollow cheeks, together with low spirits, follow the derangements, irregularities and weaknesses peculiar to the sex. All women require a tonic and nervine at some period of their lives. Whether suffering from nervousness, dizziness, fainness, displacement of womanly organs, catarrhal inflammation of the lining methoranes, bearing-down sensations, or general debility, Dr. Pierce's Favorite Prescription reaches the origin of the trouble and softerests it. It's a medicine which was discessered and used by an eminent physician for many years in all cases of female complaint," and those painful disorders that afflict womankind. If women are overworked, run-down, tired or sleepless, if they are irritable, morbid and suffer trora back ache, they should turn to the risk it means for a permanent cure. Dr. Fierce's Pavorite Prescription fits just such cases, for it regulates and strengtheus the special functions, builds up and invigorates the eatire female system.

DISEASE OF WOMB. Mrs. Cona S. Wilson, of Carlisle, Sullivan Co., Ind., Carlisle, Sullinas Co., 100 swrites; "I cannot say too much for Dr. Pierce's Farmuch for Dr. Pie

tire female system.

much for Dr. Pierce's Fa-worke Prescription. I feel it my duty to say to all wo-men who are suffering from any disease of the uterus that it is the best medicine on earth for them to use; I cannot praise it too high-ly for the good it did me. If any one doubts this give them my name and ad-dress."



THE START OF TUESDAY'S RACE-SECOND GUN.

Photographed by West & Son, for The SUN, Copyright, 1895.

said:
"Mr. Iselin has nothing to say and positively

declines to make any statement to-night," DUNRAVEN NOT SURPRISED. Lord Dunrayen, on being asked last evening if he would race to-morrow and his opinion of the Regatta Committee's decision, said:

"I shall sail this race to-morrow as a sports wise. I believe in the ability and honesty of the Regatta Committee of the New York Yacht Club. I believe that no effort has been made to influence their decision. I believe them to b gentlemen and yachtsmen, and, while I do not care to say anything about the Valkyrie, I yet think that Mr. Watson has also fulfilled his en-

gagement to build for me a boat.
"I do not expect that Mr. Iselin will offer a chance for a resail or anything of that sort. While it is very certain that the America's Cup is lost by reason of the Valkyrie's racing showing, it is not so certain that at some time the cup may not be carried across the Atlantic,
"The appearance of the decision of the New

York Yacht Club Committee did not surprise me. I believe that Defender made a heroic effort upon Tuesday."

Designer Watson was found on the Eric Basin dry dock last evening waiting for the Valkyri to be floated so that she could be measured When asked his opinion about the Regatta Committee's decision he said: "I don't know Committee's decision he said:

anything about it, except what I have seen in the papers." Will you race to-morrow ?" was asked. "Heaven only knows-Idon't. Lord Dunraver

What do you think of the decision?" was asked. Oh, we never dispute a question like that or the decision of the judges."

is in town; I don't know what he will do,"

N. Y. Y. C. MEN DISCUSS THE FOUL, As the up-stairs rooms of the New York Yacht Club were forbidden ground, in view of the judicial deliberations being held there, the members who gathered to get the news

members who gathered to get the news in the afternoon were forced to use the small reception room or the billiard room, and they crowded both spartments. With the posting of the bulletin the seal seemed taken from the lips of the chibmen, and they talked outlet freely.

It had leaked out that the committee was as a house divided egalest itself, at the beginning, each member having a most decided opinion on the disputed point and utterly opposing the opinions of his colleagues. On this account the face of each interested party and witness was closely studied as he came down the stairs from the committee room, but nothing could be gleaned in this way. The Valkyrie representation, from Lord Dunrayen to Capt. Sycamore, bore an especially Sohynx-like rigidity of countenance.

In the discussions which arose as soon as the

In the discussions which arose as soon as the In the discussions which arose as soon as the decision was known there were as many points of view as there were men. The "I told you so's" were very much in evidence, and there was another element which held that the Valkyrie had been wronged. These who spoke in the latter vein lowered their voices and invariably insisted that their views should not be printed. There was a suspicion that they were takers of the odds that Defender would not win three straight.

the odds that Defender would not win three straight.

Some interesting points came out in the "postmortem" conversations. A. B. Jones, who has been from the first a strong believer in the ability of the Regatta Committee to sift the evidence and render an impartial verdict, was thoroughly pleased with the decision, and thought it would eatsfy all parties concerned. "Would Mr. Iselik be justified in refusing to scoret the race on the ground that the Defender did not finish in front?" asked The Sun "epurier.

*Defender sailed so well, although disabled,
I think Mr. Iselin will hold she is entitled

Por Sick Hendacho Take Horsford's Acid Phosphate,

Detender." said he. "Then it is no longer a case of 'offender,' as some English cables had it. I thought it best to declare the race off, but I was told this could not be done. I was sorry, for on this mundane sphere it is best to settle things amicably." SECOND OFFICIAL BULLETIN.

During all this the Regatta Committee re-mained in session. As a result, shortly before co-clock this second bulletin was posted:

mained in session. As a result, shortly before 6 of clock this second builetin was posted:

"To the members of the New York Yucht Club."

"Your committee beg to state that before arriving at a decision on Defender protest, they endeavored to bring about a mutual agreement between the respective yachts to result Tuesday's race, but each preferred that the committee should pass judgment on the protest.

"Recatta Committee." Recatta Committees with the samouncement was stilled two of the Regatta Committee, Chester N. Griswold and Irving Grinnell, came arm in arm down the stairs.

"There was not the slightest personal feeling in Mr. Iselin's protest." said Mr. Griswold. "He was compelled to make if under racing rules, and thereafter the matter passed entirely into the hands of our committee. We have decided not to make any of the statements made to us public. We have heard the testimony of the owners and Captains of each yacht, and, as the two builelins show, we made efforts to settle the case out of court, as it were, by having the race resuled. The final result of our labors is now public, property.

"Both Lord Dunraven and Mr. Iselin are

respired. The final result of our inbors is now public property.

"Each Lord Dunraven and Mr. Iselin are thorough sportsmen, and their hearing before us bore out that opinion of their character. Each left the matter entirely in our hands, and both assured us that they would accept the decision in the right spirit."

"Did Lord Dunraven insinuate that he would not race again if the verdict was against Valkyrie?"

DUNRAVEN INSISTS ON A CLEAR COURSE.

DUNRAVEN INSISTS ON A CLEAR COURSE.

Mr. Griswold laughed at the lidea. "Lord Dunraven is not that sort of a man," said he, in conclusion. "But Lord Dunraven will not fluish the races and will at once return to England with his yacht if the interference from steamboats continues. He is very earnest about this. Unless guaranteed a clear course he will not sail another race. Both Dunraven and his friends assert that Valkyrie was interfered with repeatedly on every leg of the course by steamers, steam yachts, and tugs. The Regatu Committee have promised him a clear course. Should the facts demonstrate that this is beyond our power, the Valkyrie may be withdrawn at any stage of the race."

"Each man on the committee was of a different mind at the beginning," said Mr. Grinnell, "and I suppose both Mr. leelin and Lord Dunraven were confident of their cause. We had the men together several times, in the endeavor to induce an amicable settlement, but this was fruitless, for each seemed sure of getting the decision. The result of our work is on the builetin beard, and we reviewed the evidence with great care. Lord Dunraven impressed us as being a grand, good sportsman. One thing may be relied on: he will not sail again unless the passenger fleet gives him sas room and free wind. A clear course or no more racing is his ultimatum."

Commodore Kane, who esmedown stairs later.

allimatum."
Commodore Kane, who esmedown stairs later, would add nothing in words to what the writings on the bulletin board revealed. BRITISHERS DISCUSS THE CASE. The Cup Committee's Becision Provokes Lively Comment Abroad.

LONDON, Sept. 11. The decision of the America's Cun Committee to give Tuesday's yacht race to the Defender was known in the London clubs and newspaper offices at about ten o'clock this evening. The general public will know othing about it until the papers appear in the morning. Ciubmea and the London agents of provincial papers stood about in groups to-night discussing the matter. All were surprised by the decision, and some were indigmant. The universal expectation was that the race would be resailed. Those discussing the decision knew nothing of the evidence before the committee.

It removes the cause by slimulating the action of the stomach, promoting digastion, and questing the nervon, also

If I should come behind you in the street and show you out of the way. I am sure we were in the right, no matter what decision the committee makes."

It bears out my personal verdict on there, and the first of the Leilah man timinate remarks. "It bears out my personal verdict on the course, "all Fred P. Sanda. "I was on the Carter of the Manual on the Defender, was found in the Atlantic Yacht Club house at Bay Ridge last evening. M. Leeds said:

"I have been informed of the committee's decision, and in view of the facts it was the one of the country one they could have made. The Valkytio peer ple were clearly in the wrone. I think for the work of the man they could have made. The Valkytio peer ple were clearly in the wrone. I think for the work of the man that the decision of the said handle, and their little error can all have held that the rules must be way or the other."

When asked if the Defender had not come up as little in the wind when the Valkyrie blankeets her bead said is essaid:

"I have been informed to the now that the committee had described that the decision of the Capt. Cranifold's action, in many probability of the matter, as there is no man, and have held that the rules must be written that the wind when the Valkyrie blankeets her bead said is essaid:

"I could not swerve six inches one way or the other."

When asked if the Defender had not come up as little in the wind when the Valkyrie blankeets her bead said is essaid:

"I am sure we did not."

"It may be the device the committee had described that the rules and the work of the wind when the valkyrie blankeets her bead said is essaid:

"I am sure we did not."

"I am sure

fender.
The St. James's Gazette expresses the hope that

Lead Taken Out of Valkyrle, but It Will The third, and what may be the last race, for the America's Cup, now that the Regatta Committee have awarded Tuesday's race to the Defender, will be sailed off Sandy Hook to-day. The race, which will be to windward and seward, will be started off the Sandy Hook Lightship at 11 o'clock this morning, and the

precisely the same conditions as Saturday's

yachts will race over a thirty-mile course under

FURNITURE

VALUES, THE LARGEST ASSORT. MENTS, AND THE LATEST CREA-TIONS IN THE FURNITURE AND UPHOLSTERY ARTS ARE TO BE HAD AT THE ESTABLISHMENT OF

Furniture Makers and Importers. 61, 63, 65 West 23d Street (Adjoining Eden Musee).

moderate strength she is no match for the Defender.

The St. James's limite expresses the hope that the decision of the Cup Committee, to whichever side it may incline, will be taken in a sportsmanlike manner. The accident, the limiter shall be taken in a sportsmanlike manner. The accident, the fazetle rays, does not seem to have made much difference as affecting the result.

The Westmister Guzetle says: "Upon the present information it suppears to be the fairest way not to count the race at all."

The Morning will say: "The New York newspapers, judging from cabled extracts, took a more sportsmanlike view of the accident than has the committee, whose action is doubly unfortunate, as their inquiry was secret."

The Times will say: "It is not quite clear whether the committee had the power to order a fresh race. The rules were drawn with special stringency, and may have compelled the committee to award the victory to one or the other boat, yet some persons here would have desired that the race be re-sailed, and that, it is plain from our New York correspondent's desnatch, would also have met the wishes of our sportsmanlike kindred across the Atlantic."

Glassow, Sept. 11.—The Mail to morrow will say: "The decision of the committee is sure to be challenged in this country, It is certain that all Americans who have the true interests of sport at heart will receive the verdict with disnay. Had the committee delared the race vold on account of a technical breach few persons would be disposed to cavil, but surely they have overstepped the bounds of fair play in awarding the race to the Defender. This seriously handicaps the British yach, and robs future races of all interest as international contests."

The Hervald will say: "The decision of the committee will cause bitter disappointment in this country. We cannot, however, impeach the fairness of the committee's decision of question their right to award the race to the yacht which they deciare was fouled by the actual victor. The only question is whether it would not

READY FOR TO-DAY'S RACE.

Both yachts spent the entire day in the Erie Basin, the Defender to have her broken spreader rigging and topmast taken out and replaced by new rigging and spars, while the Valkyrie had

-FALL EXHIBITION .-THE BEST QUALITIES, THE BEST

R. J. HORNER & CO.,

A. M.: Pirr P3. East liver, foof of Beekman street, as with A. M.
Holok island, Pier 35, North Biver, foot of Spring street, 9-30 A. M.
Hontanik, Pier 20, East Hiver, 8-90 A. M.
J. S. Warden, foot of Kaat Thirty fires street, 5-30 A.
M.: Fier 6, North liver, nar Rector street, 9-15 A. M.
John Stiventer, to the finish only, foot of Whitehall street, States inland ferry, 18-30 P. M.; Fier 6, North River, near Sector street, 1 P. M.



Seventy million eyes on the yellow dog. We hear of men pasting the \$5

A WELL-KNOWN YACHTSMAN DEAD.

LONDON, Sept. 11.- The death of J. L. Ash-

Mr. Stone Exonerates the Postal Telegraph Company in the Yacht Race Fake. CHICAGO, Sept. 11.-The following communication appears in this morning's Inter-tween, the local organ of the Chicago Associated Press CHICAGO, Sept. W.

Associated Press must itself be responsible for. MELVILLE W. STONE, General Manager.

The Weather An area of high pressure now dominates the coun-try south of the lakes and cast of the Mississippi, giving clear weather over the entire section except

New England coast.

In this city the day was fair; highest official tem-

neter at Perry's pharmacy, Bus building, recorded the temperature yesterday as follows:

day evening in western portion.

For Rhode Island and Connecticus, probably fair

winds; probably cooler Friday.

For the District of Columbia, Maryland, and Virginia, continued warm, fair weather Thursday; south-

BOX OFFICE PRICES

and so far has met with great success. A number of his best efforts have already been printed in THE SUN, which has the exclusive right to reproduce his work during his present trip, but there are still a number of negatives, described by Mr. West as record breakers, which have been sent direct to England to be developed

finished throughout.

Men's Shoes.

French patent leather Shors, hand well, broad and narrow toes, sizes AA to E.

Men's Hats.

hats expect to save 25 per cent. They are never disappointed. Fall Derbys

world as the best marine photographer alive. Mr. West's position at the head of his profession was not won easily. From the first he has had to encounter great dangers. On the open sea one must be close up to a moving vessel in order the Mercer street station. Davis is accused of stabbing Max Ferber, a member of the capmakto get a picture, and it is a delicate matter get-ting in the path of a yacht under full sail. Mr. ing firm of Kornfeld & Co. of 71 South Washington square, in the left shoulder with a cap-West has risked his life a dozen times during the past fifteen years, and he has had some very cutter's knife. The stabbing was the outcome of the trouble that Mark Davis & Sonshave narrow escapes, but he is still as enthusiastic as ever on the subject of marine photography, and months ago went out on strike. says that he will probably keep on dodging

> ers loiter about Kornfeld & Co.'s shop. This has caused ill-feeling between the Davises and their employees and the men who work for the ing in front of his father's place of business, With him were his uncle, Clarence Davis, a

of Lord Francis Cecil's cutter Chittywee. I had a small yawl rigged up with a sail, and I put my apparatus in the bow. Besides being smail, my boat was very swift, and that enabled me to dart in and out among the racers without any great danger of being run down. I don't suppose I was ever sworn at so much in my life. The skippers of the different yachts held their breaths and looked aghast when I crossed their bows and snapped my camera at them, and it was the invariable rule with them all to swear at me and make all sorts of threats as soon as they saw that I was out of danger. But I owe my success to-day to the risks I took that day, and I have never regreted my experiment for a moment. I have been shotegraphing racing yachts under full sail ever since, and when I tell you that I have received forty-four medais for my work you can see how successful I have been. Four times I

Two hundred knee pants pressers belonging to the Knights of Labor struck yesterday in sympathy with the knee pants makers, who



- Mas. Wilson.

A pamphlet, containing a vast number of A pamphlet, containing a vast number of testimonials with reproduced photographs of those cured and giving full name and address of each, will be mailed to any address free; or. Dr. Pierce's large Treat (168 pages) profusely illustrated with word engravings and colored plates mailed pot paid on receipt of to cents in stamps. Address, World's Dispensary Medical Association, Buffalo, N. Y.